HONDA

American Honda Motor Co., Inc.
1919 Torrance Boulevard
Torrance, CA 90501-2746
Phone (310) 783-2000

August 3, 2004

Mr. Kenneth Weinstein,
Associate Administrator
Office of Safety Assurance
NATIONAL HIGHWAY TRAFFIC SAFETY
ADMINISTRATION
400 Seventh St., S.W.
Washington, DC 20590

Dear Mr. Weinstein:

On July 27, 2004, Honda Motor Co., Ltd. (HMC) determined that a safety-related problem exists in the braking system of 2003-2004 model year Honda CBR600RR motorcycles listed below. The following information is submitted pursuant to the requirements of 49 CFR 573.6.

573.6(c)(1)

Name of manufacturer: Honda Motor Co., Ltd. (HMC)

Manufacturer's Agent: William R. Willen
American Honda Motor Co., Inc. (AHM)
1919 Torrance Blvd.
Torrance, CA 90501-2746

573.6(c)(2)

Identification of potentially affected vehicles:

Make/Model	Description	VIN/Dates of Manufacture
Honda CBR600RR	All 2003 model year	JH2PC370*3M000001 - JH2PC370*3M011505 JH2PC371*3M000001 - JH2PC370*3M001984 Sep. 26, 2002 – May 13, 2003
	All 2004 model year	JH2PC370*4M100001 - JH2PC370*4M106890 JH2PC371*4M100001 - JH2PC370*4M101696 Nov. 7, 2003 – Apr. 16, 2004

Description of the basis for the determination of the recall population:
The 2003 CBR600RR was the introductory year of a new model. The countermeasure will be applied prior to release of the 2005 model.

573.6(c)(3)

Total number of vehicles potentially affected: 22,000

573.6(c)(4)

Percentage of affected vehicles that contain the defect: Unknown

573.6(c)(5)

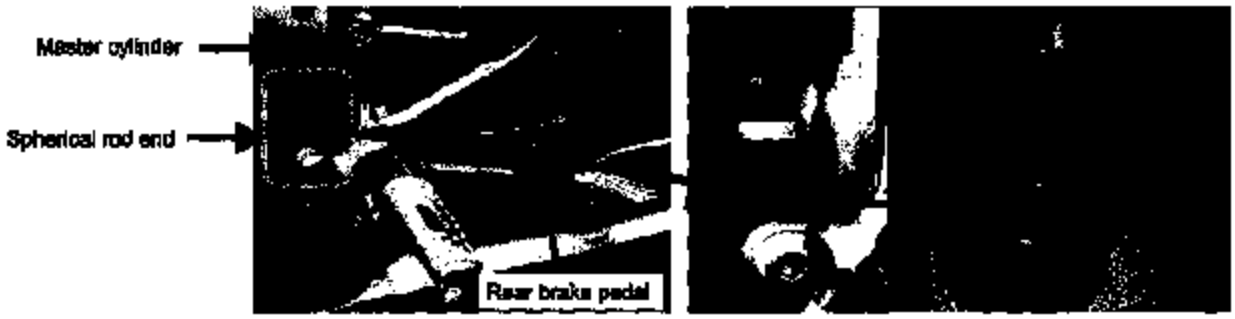
Defect description:

Summary

The rear brake linkage is susceptible to corrosion, which can cause binding and rough brake operation. As corrosion increases, it can cause a sticking pedal or require high brake pedal effort. Degrading brake performance should be noticeable to the rider. In the worst case, the linkage could break, resulting in a loss of rear brake function, which could increase the risk of a crash.

Detail

The linkage connecting the rear brake pedal to the rear brake master cylinder consists of a push rod and spherical rod end. The spherical rod end is susceptible to corrosion, which can cause binding and rough brake operation. The spherical rod end is enclosed in a rubber boot that encapsulates and conceals the corrosion; however, degrading brake performance should be noticeable to the rider. In the worst case, the spherical rod end could break. A broken rod end results in loss of rear brake function. Although the front brake provides most of the braking function, a loss of rear brake function could increase the risk of a crash. No occurrences of broken rod ends have occurred in the U.S. market.



573.6(c)(6)

Chronology:

Jul. 1, 2004	HMC received the first report from the U.K. of a broken rear brake tie rod and inoperative rear brake. HMC initiated an investigation.
Jul. 27, 2004	HMC completed the investigation and determined that a safety-related defect exists.

573.6(c)(8)(i)

Program for remedying the defect:

The owners of all affected vehicles will be notified by mail and asked to take their vehicle to an authorized Honda dealer. The dealer will replace the spherical rod end and associated parts. If severe corrosion exists, the dealer will also replace push rod and associated parts. This work will be performed free of charge for all affected vehicles.

573.6(c)(8)(ii)

Estimated date to e-mail preliminary notification to dealers: Aug. 3, 2004

Estimated date to provide service bulletin to dealers: Aug. 6, 2004

Estimated date to begin mailing notifications to owners: Aug. 18, 2004

Estimated date of completion of the notification of owners: September 2004

573.6(c)(9)

Representative copies of all notices, bulletins and other communications:

A copy of the dealer service bulletin will be submitted to your office as soon as possible.

573.6(c)(10)

Proposed owner notification letter submission:

A draft of the owner notification letter will be submitted to your office as soon as possible.

573.6(c)(11)

Manufacturer's campaign number:

P40.

Sincerely,

AMERICAN HONDA MOTOR CO., INC.

William R. Wilen
Managing Counsel
Product Regulatory Office

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